

The China Mail

Established February, 1845.

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號三十月九年八十八百八十一英

HONGKONG, THURSDAY, SEPTEMBER 18, 1888.

日八初月八年子戊

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, II & 12, Clement's Lane, Lombard Street, E.C. GEORGE STREET & Co., 30, Cornhill. GORDON & GOTON, Ludgate Circus, E.C. BATES HINDY & Co., 37, Victoria, E.C. SAMUEL DEACON & Co., 150 & 154, Leadenhall Street. W. M. WILDE, 161, Cannon Street, E.C. PARIS AND EUROPE.—ANDREW PRINCE & Co., 38, Rue Lafayette, Paris. NEW YORK.—ANDREW WIND, 21, Park Row. SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco. AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTON, Melbourne and Sydney. GEYLON.—W. M. SMITH & Co., The Apothecaries Co., Colombo. SINGAPORE, STRAITS, &c.—SAYLOR & Co., Square, Singapore. C. HEINSSEN & Co., Manila. CHINA.—MAZAN, F. A. de CRUZ, SICARD, QUILLON & Co., AMoy. N. MOULIN, Kowloon. HEDGE & Co., Shanghai. LANE, CRAWFORD & Co., and KELLY & WILSHI, Yokohama, LANE, CRAWFORD & Co., and KELLY & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$7,500,000
RESERVE FUND.....4,000,000
RESERVE LIABILITY OF PRO-
PRIETORS.....\$7,500,000

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LONDON BANKERS—London and Trinity
Bank.

HONGKONG.
INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits—
For 3 months, 2 per cent. per annum.
" 6 " 4 per cent. "
" 12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Hongkong, September 4, 1888. 363

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sum less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3 per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank is to be addressed to the Hongkong Savings' Bank. Correspondence is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the
HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, September 1, 1888. 764

Intimations.

PERSEVERANCE LODGE OF HONGKONG.
No. 1165.

A Regular MEETING of the above LODGE will be held in the Free-Mason's Hall, Zetland Street, on SATURDAY, the 15th Instant, at 8.30 for 9 p.m. precisely. VISITING BRETHREN are cordially INVITED.

Hongkong, September 7, 1888. 1498

HONGKONG ST. ANDREW'S SOCIETY.

THE Annual General MEETING of the above SOCIETY will be held in the Curv. HALL on MONDAY EVENING, the 17th Instant, at 6 o'clock, to receive the Committee's Report and Statement of Accounts, elect Office Bearers for the ensuing year, and decide concerning the Celebration of the forthcoming Anniversary of St. Andrew.

D. H. MACKINTOSH,
Hon. Secretary.

Hongkong, September 10, 1888. 1513

Intimations.

COLLEGE OF MEDICINE FOR CHINESE, HONGKONG.
UNDER THE AUTHORITY OF THE GOVERNOR OF THE COLONY.

Rector—Hon. FRED. STEWART, M.A., LL.D.
Dean—PATRICK MANSON, M.D., LL.D.

SECOND SESSION—1888-9.

THE INAUGURATION of the SECOND SESSION of the COLLEGE will take place in the CITY HALL, Hongkong, on the 1st October, 1888.

The SCHOLARSHIPS and PRIZES awarded for the Session 1887-8, will be distributed by His Excellency the Governor, Sir Wm. des Vieux, K.C.M.G.

The WINTER LECTURES commence on TUESDAY, 2nd October, 1888. STUDENTS are to assemble at the ALICE MEMORIAL HOSPITAL at 8 a.m.

PROFESSORS, LECTURERS & DEMONSTRATORS. Ambulance and Duties in the Field—Dr. Surgeon-General LEWER, and the Officers Army Medical Staff.

Anatomy—JAMES CANTILE, M.A., M.B., F.R.C.S.
Botany—CHARLES FORD, F.L.S.
Chemistry—W. E. CROW, Esq.
Dental Surgery—HERBERT POATE, D.D.S.; and JOSEPH W. NOLLS, D.D.S.

Demonstrator of Anatomy—A. DE C. SCANLAN, A.M.S., M.R.O.S., L.R.C.P.

Forensic Medicine—MEDICAL JURISPRUDENCE—HO KAI, M.D., M.R.C.S., BIRMINGHAM M.R.C.LAW.

Toxicology—W. E. CROW, Esq.

Hygiene (Military)—Officers, Army Medical Staff.

Pathology and Morbid Anatomy—G. P. JONES, M.B., M.R.C.S.

Pathology and Morbid Anatomy—G. P. JONES, M.B., M.R.C.S.

Medicine—PATRICK MASON, M.D., LL.D.

Gynaecology—W. H. HAIGHTON, M.D., F.R.C.S.

Obstetrics and Gynaecology—W. H. HAIGHTON, M.D., F.R.C.S.

Ophthalmology—G. P. JONES, M.B., M.R.C.S.

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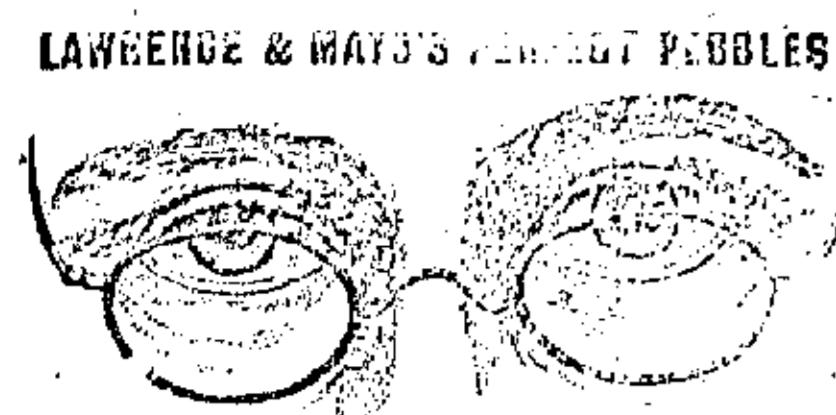
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Pathology and Morbid Anatomy—G. P. JONES, M.B., M.R.C.S.

Intimations.

IMPAIRED VISION.



Are clear, cool, & preserving to the eye.
MR. LAWRENCE'S VISIT TO HONG-KONG WILL TERMINATE ON THE 21ST SEPTEMBER.

HONGKONG HOTEL
(Room No. 20), August 31, 1888. 1232

CONSULTATIONS FREE.

SPECTACLES VS. BLINDNESS.

Vision is justly described as the most important of our senses, and its loss is regarded as one of the greatest afflictions to which mankind is subject.

It is, therefore, of paramount importance that we should carefully use our sight whilst perfect, and that when, unfortunately, the help of Spectacles is felt to be necessary, the almost care should be taken in the selection of them.

The late eminent Optician, Dr. Soobrig Wells, testifies that he had no hesitation in stating that the haphazard plan of selecting Spectacles—employed by some Opticians—was frequently attended by serious consequences; that eyes were often permanently injured, which might, by skilful adaptation of glasses, have been preserved for years.

S. R. GROOM, Esq., F.R.G.S., Barrister-at-Law, Singapore, writes:

I have used Glasses for twenty years, and have no hesitation in saying that those supplied me by you are the best I have ever worn. I wear them with much satisfaction and comfort, and find the frames are especially convenient.

To Messrs. LAWRENCE & MAYO,

OPTHALMIC OPTICIANS,
(Opticians to the Principal Ophthalmic Surgeons in England and India)

Offices:—Old Bond Street, LONDON.
3 & 4, Hare Street, CALCUTTA.
22, Rampart Row, BOMBAY.

DENTISTRY.

FIRST CLASS WORKMANSHIP.

MODERATE FEES.

MR. WONG TAI-FONG,
Surgeon Dentist,
(Formerly entitled APHRODITE AND LATTEY ASSISTANT TO DR. HODGES.)
At the urgent request of his European
and American patients and friends,
has TAKEN THE OFFICE formerly
occupied by Dr. ROGERS.

No. 2, DUDDELL STREET.
CONSULTATION FREE.

Deacons to missionaries and families.
Sole Address

2, DUDDELL STREET,
(Next to the New Oriental Bank.)
Hongkong, January 12, 1888. 66

Lecturer's System
MEMORY is a easy and interesting, and improves the natural memory. Praised by Mr. R. A. Proctor (Astronomer), many professional men, pupils who have PASSED EXAMINATIONS, who have rapidly learned English and other difficult languages, &c. Lessons by post. Price spectra (English, French, or German) free, from Prof. Lonsdale, 37, New Oxford Street, London, ENGLAND. 1728

CHAS. J. GAUPE & Co.,
Chronometer, Watch & Clock Makers,
Jewellers, Gold & Silversmiths.

NAUTICAL SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.
RUCHELI LIQUID AND OTHER COMPASSES.
ADMIRALTY AND INDIA CHARTS,
NAUTICAL BOOKS.

English SILVER & ELECTRO-PLATEDWARE.
Christofle & Co.'s ELECTRO-PLATEDWARE.
GOLD & SILVER JEWELLERY
in great variety.

DIA MONDS

—
DIAMOND JEWELLERY,
A Splendid Collection of the Latest London
PATTERNS, at very moderate prices. 732

THE HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LIMITED.

THE Public are respectfully informed
that the PEAK TRAMWAY was
OPENED FOR PUBLIC TRAFFIC on WEDNESDAY, 30th May.

WEEK DAYS.

The CARS RUN as follows between St. John's Place and Victoria Gap:—
8 to 10 a.m. every quarter of an hour.
12 " 2 p.m. half hour.
4 " 8 " quarter of an hour.

SUNDAYS.

A past 12 to 4 past one every quarter of an hour, and from 4 to 8 p.m. every quarter of an hour.

Single Tickets are sold in the Cars; Five-Cent Coupons and Reduced Tickets at the Office of

MACEWEN, FRICKEL & Co.,
General Managers.

VICTORIA EXCHANGE,
50 & 52, Queen's Road,
Hongkong, 18th August, 1888. 1234

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

C. G. CHAPMAN, American ship, High
bea.—Pitman & Co., Capt.
EADIE T. CRANWELL, Amer. barque, Capt.
A. S. PONDUR.—Russell & Co.

FRANCIS, British ship, Captain Geo. L.
Bryce—Master.
H. G. JOHNSON, Amer. barque, Capt. I.
N. Colby—Russell & Co.

HEI CHONG.—British barque, Capt. T. C.
Theocrat.—Kong Cheong Tai.

HEI YUAN, Chinese steamer, Capt. Dethlefson.—Siemens & Co.

MOWATA, British ship, Captain Theo.
Corming.—Siemens & Co.

W. H. CONNELL, American ship, Capt.
W. H. Butman—Pitman & Co.

Notices to Consignees.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's S.S. *Taising*, having arrived from the above Ports, Consignee of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Honkong and Kowloon Wharf and Godown Co., Ltd., at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 19th Instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are also requested to present all Claims for damages and/or shortages not later than the 25th Instant, otherwise they will not be recognized.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, September 12, 1888. 1519

GLEN LINE OF STEAM PACKETS.

FROM LONDON, PENANG AND SINGAPORE.

THE Steamship *Glenayre*, having arrived from the above Ports, Consignee of Cargo by her and by the S.S. *Hedda* from New York are hereby informed that their Goods are being landed at their risk into the Godowns of the Honkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before noon To-day.

Cargo remaining undelivered after the 14th Instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are also required to present all Claims for damages and/or shortages not later than the 22nd Instant, otherwise they will not be recognized.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
Agents.

Hongkong, September 8, 1888. 1502

STEAMSHIP *DEMNAH*.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEE.

CONSIGNNEES of Cargo from London, ex S.S. *Monica*, from Antwerp, ex S.S. *Ramona*, from Havre, ex S.S. *Copernicus* and from Bordeaux, ex S.S. *Maria*. In connection with the above Steamer, are hereby informed that their Goods (with the exception of Treasure and Valuables)—are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless instruction given to the Consignee before Friday, the 19th Instant, at Noon, will be subject to rent, and landing charges at one cent per packet per diem.

All Claims must be sent to me to me on or before Friday, the 21st Instant, or they will not be recognized.

No Fire Insurance has been effected.

G. DE CHAMPEAUX
Agent.

Hongkong, September 11, 1888. 1517

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Co.'s Steamship

Taihang, Capt. JACKSON, will be despatched as above on

TUESDAY, the 18th Instant, a Daylight.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, September 13, 1888. 1528

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo & Passengers at through rates
for NINGPO, CHEFOU, NEW-
CHOW, TIENTSIN, HANKOW and
Ports on the YANGTSE.)

The Co.'s Steamship

Mercurius, Capt. NEILSON, will be despatched as above on

THURSDAY, the 20th Instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, September 13, 1888. 1529

STEAM TO STRAITS AND BOMBAY.

(Calling at COLOMBO should
indicate after)

The P. & O. S. N. Co.'s
Steamship

Kitea, will leave for the above
place on SATURDAY, 22nd Inst., at Noon.

E. L. WOODIN,
Superintendent.P. & O. S. N. Co.'s Office,
Hongkong, September 13, 1888. 1526

SHARE LIST.—QUOTATIONS.

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUL.

The Co.'s Steamship

Fornax, Captain HALL, will be
despatched for the above

Ports on SATURDAY, the 15th Instant, at 3 p.m.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, September 13, 1888. 1530

STEAM FOR

SINGAPORE, PENANG,
COLOMBO, ADEN, PORT SAID,
MARSEILLE, MALTA,
GIBRALTAR, BRINDISI, PLYMOUTH,
AND LONDON.

MADRAS, CALCUTTA, AND AUSTRALIA.

M.B.—Cargo can be taken on through Bills
of Lading for BATAVIA, TRIESTE,
HAMBURG, NEW YORK AND
BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

The Co.'s Steamship

Heiluan, Captain ASHTON, will be
despatched for the above

Ports on SUNDAY, the 16th Instant, at 4 p.m.

For Freight or Passage, apply to

SIEMSEN & Co.,
General Managers.

Hongkong, September 13, 1888. 1525

STEAM FOR

SINGAPORE, PENANG,
COLOMBO, ADEN, PORT SAID,
MARSEILLE, MALTA,
GIBRALTAR, BRINDISI, PLYMOUTH,
AND LONDON.

MADRAS, CALCUTTA, AND AUSTRALIA.

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FOR SWATOW, AMOY & FOOCHOW.

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Ports on SUNDAY, the 16th Instant, at 4 p.m.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, September 13, 1888. 1522

STEAM FOR

SINGAPORE, PENANG,
COLOMBO, ADEN, PORT SAID,
MARSEILLE, MALTA,
GIBRALTAR, BRINDISI, PLYMOUTH,
AND LONDON.

MADRAS, CALCUTTA, AND AUSTRALIA.

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Ports on SUNDAY, the 16th Instant, at 4 p.m.

For Freight or Passage, apply to

Mu Andrew Johnston has received a telegram from the *Ardjy* stating that the vessel's head has been moved 30 feet seawards.

A boatman was charged in the Police Court to-day with assaulting Arthur Agaraz an employe of the Imperial Maritime Customs. The complainant said he arrived this morning by the *Fusun*. He engaged the defendant's sampan for 50c. to take luggage to the *Hawke*. After the luggage was put on board he requested the man to go back to the *Fusun* for a small parcel. On his return he offered the man the 50 cents agreed to and 10 cents extra. The boatman refused the extra money, saying he was entitled to 20 cents extra. The sampan had only been occupied for 40 minutes altogether. The boatman seized him by the arm and used a most objectionable term to him. Accused admitted that he agreed for 50 cents, that he was offered 60c. and asked 10c. more; but he said the defendant, on his asking for more, took back the 10 cents and threatened to strike him. The Magistrate imposed a fine of \$10 with the option of three weeks' hard labour.

Four men were charged at the Police Court to-day with public gambling at 294 Queen's Road West. Sergeant Duncan said that by virtue of a warrant he, in company with three constables, entered the house and saw the four defendants and about 20 others sitting round a table on which gambling paraphernalia lay strewn. On the police entering the gamblers rushed for the verandah, by which many escaped. He was only able to arrest the defendants, who were in the cook-house trying to escape by a ladder. Evidence was then given by two informers who had visited the place and seen gambling going on. The four accused accounted for their presence thus:—No. 1 was taking a letter to the place, No. 2 went to call some coolies to discharge cargo, No. 3 went in with a friend, No. 4 followed a clamsman. His ship had run aground on the sand and the rest took 50 cents.

VILLAGE LIFE IN CHINA.

We have received from a well-known writer on Chinese subjects, a series of sketches on 'Village Life in China.' The works which our correspondent has already produced on various phases of Chinese life are a guarantee that these sketches will be worth perusal by all interested in China and its dense population. We will allow the writer to speak for himself as to his intentions. He says:—

I now send several chapters, all bearing on Village Life, but all of them merely introductory to the examination of the inner and real life, which can only be understood by comprehending its conditions. There are two principal topics, which must be developed at considerable length, in order to a clear presentation of them, first the system of schools, and the process by which the village school-boy develops into the village graduate, and becomes one of the 'literati' and of the 'gentry.' These chapters are already completed, and I should be glad to send them to you for your examination, with the hope that you might think the matter of sufficient importance to be treated thus fully, even though the completeness of each chapter in itself, cannot be maintained. The other matter is of even more consequence, viz. the examination of the local government, as embodied in the District Magistrate's Yamen, and the manner in which the ordinary administration of the laws, affect the Chinese at home. So far as I know, this, which is the most interesting part of Chinese life, is the least known, and as far as regards published works, it is virgin soil—is it not?

China is so mighty a country, and it appears so presumptuous to speak of it as a whole, that I should be glad if you would insert at the very beginning of these articles, the following note: 'These articles on Village Life in China, are intended to apply to the northern provinces of the Empire only, although many of the facts stated, are doubtless equally applicable to other parts of China, is unapproached by anything without Occidental experience.'

CHAPTER I.

KNOWLEDGE OF CHINESE LIFE.

The contract between the degree of knowledge of China possessed by foreigners in the last quarter of the nineteenth century, and the knowledge which was available during the first half of the century, is very marked. Each of the various wars with China has been followed by a shower of books and booklets on that country, and since 1860 not a year has passed in which two or three volumes about China have not been issued in English. These works range from the light and chatty books of travel, to the more elaborate and encyclopedic compendiums, like the 'Middle Kingdom.' The result of the labours of so many authors, writing in all the leading modern languages, has been a very great accession to our knowledge of China. We have been enlightened as to its language, its literature, its laws, its government, its customs, and as to the physical characteristics of the Empire, which has been borne through from side to side and from end to end, by foreign officials, merchant travellers, itinerant scientists, and by an incessant stream of missionaries. Books and corners of the eighteen provinces, as well as of the regions beyond the Great Wall hitherto unknown, have been visited and described, until we seem at length to be on the verge of knowing all about China. But in whatever other direction our observations have been carried, we know as yet, comparatively little about the Homes and the home life of the Chinese. Foreign Ministers at the capital do indeed meet upon equal terms the President of the Six Boards, and members of the Inner Council,

and discuss with them Transit Passes, Leikin Taxes, and other high thrones; also, the discussions over some sentences of human conversation, and of marks communicating with fellow mortals, are said to be at times interchanged. But into the Homes of the buttoned Sororities, we do not hear that any Minister, or other foreigner whatsoever, at all penetrates. At other points of contact, our knowledge of the Chinese is equally deficient. We 'know' a merchant, with whom we have had dealings, a literary man who has for some years acted as our teacher, an enterprising contractor who has put up for us many buildings, and also numbers of other individuals, with whom we have had more or less intercourse. All of these persons are known to us, so far as they are known at all, in their public, business, or social relations, but of their domestic life we know little or nothing. In short, our knowledge of the Chinese turns out upon examination, to be like our knowledge of the moon, a knowledge, and often a very superficial one, of one side only. We should like to go behind and see the other side also, but should we chance to be enabled to do so, we are generally disappointed in finding that to that side is entirely dark. It is true that obstacles to a real knowledge of the Chinese are, everywhere exist, but such obstacles are much fewer and much less serious in the country than in the city. Chinese country people are comparatively unsophisticated, and easier of access than city folks, less suspicious, and less under the tyranny of a public opinion which in cities is almost certain to be unfavourable to contact with the dreaded foreigner, except such contact as may be necessary in order to pump from him the requisite monthly supplies of cash. Chinese cities, like cities in other parts of the world, are archaic, when contrasted with the simplicity of rural life. A large proportion of the population in the large Chinese cities, for example Peking, is composed of persons whose abode is in distant villages, and often in remote provinces, and who serve as employees, work at trades, act as porters, barbers, water-carriers, or are perhaps in business on their own account. In Western lands, such persons would be considered as a part of the population of the city where they spend their time, and where they earn their living, but in China it is quite otherwise. Even if the non-resident returns to his home, or once in five or seven years, as is frequently the case with the voluntary exiles from Shansi, he is never for a moment regarded by himself or by others, as belonging anywhere but to his native place. His family remains in his native village, which is his 'home,' although he may never return to it at all. Chinese emigration to foreign lands, as is now well known, is not properly emigration at all, but merely protracted absence from home, to make money which is to be taken home and expended there. Genuine emigration of large bodies of Chinese—from one district to another has often taken place in China, as the result of the devastations of war; but it may be doubted whether these emigrations are not as a rule compulsory. 'The old home,' they say, 'is hard to leave,' a proposition to which the restless An-J-Saxons find it hard to give his assent, even if he can comprehend it. But to the Chinese few difficulties are real, or less likely to be overcome. It is an outcome of this instinctive dislike to a change of residence, that when a Chinese family has actually altered its abode, its members continue to speak of themselves and to be spoken of as belonging to the place which they have left, and not to that to which they have come. In a case of this sort, the writer asked a city man about his antecedents, and was told that his 'home' was in a certain village many miles away. On further inquiry it appeared that both the man and his father had been born in the city. 'How long ago,' he was asked, 'since your family came from the village which you call your "home"?' 'Nineteen generations,' he replied simply. 'But as it has been some 500 or 600 years since your removal, do you not almost begin to consider yourself a resident of the city, and of the village?' he was asked. 'Yes,' was the answer; 'the old root was in the village.' It may be evident that in these terms, the perplexity of village life in China, is unapproached by anything without Occidental experience.

CHAPTER II.

THE SITUATION OF VILLAGES.

It has often been remarked of Oriental cities, that their situation seems to have been determined either by accident, or by regard to geographic considerations, totally at variance with accidental ideas of common sense. Many large and important Chinese cities are placed in damp and unhealthy situations, when the conformation of the ground was such as to have offered a site both high and dry. This is a very common circumstance to find that Chinese cities have been moved from one site to another, but perhaps no one ever heard of an instance in which such a removal was due to a desire to secure better healthful conditions of habitation. The Chinese appear to have always been professedly indifferent, however much they may lay upon the supposed influence of *feng-shui*. If this is true of Chinese cities, it is much more so in the case of villages, which are simply aggregations of dwellings, dating now from the time when the Chinese were the great bulk of the people of this great Empire, to be found in the country villages, with which the whole land is filled. The density of these villages varies greatly in different provinces, and in different parts of the same provinces. In the portions of the land which were over-run by the devastating T'ai Ping rebellion, the number of villages was to be seen at a minute fraction of what it once was. In some regions, in a large part of the province of Shensi, and in some of the central provinces, the villages seem to have been entirely destroyed, and nothing left, but the walled cities, or rather such of them as were fortunate enough to escape capture. Where the soil is poor, and incapable of supporting a large population, the villages are relatively sparse, but the moment the quality of the land improves, an increase of the number and size of the villages is to be noted. In some districts, though the soil is comparatively fertile, yet the number and size of the villages appear to be out of all proportion to the capacity of the land to produce. Such is the impression produced by the central valleys in the province of Shansi, where the villages seem to be small cities, and so great is the number of them, that one wonders how the people can possibly subsist from the soil. But the men of Shansi are celebrated for their capacity to make money, by which they have earned the name of 'the Jews of China,' being found all over the Empire, especially in charge of such business as banks, and pawn-shops. Much of the enormous wealth which they thus accumulate, is lavished in building and maintaining homes in the villages, where these men of trade were born, for it is a saying of one of the famous characters of antiquity, that he who has obtained rank or riches away from home, and who fails to return to his native village to display it, is like a man who wears a suit of fine clothes in the dark.

The Chinese are very averse to living in isolated situations, one family or two by themselves, though it is by no means true, as is often supposed, that there are no such scattered dwellings to be found. But they are certainly rare, and generally to be met in mountainous regions, where the retired life is their best defence. In China it is necessary to take account of the fact that rebellions and lawless uprisings of a more temporary nature, are always a possibility in any given region, and at such times the movements of Government troops are too slow and too feeble to be the dependence of the masses, which is liable to be easily ruined by an uprising which does not last a month, and perhaps not a week. There is a region of country in the province of Kiangsu, where for many years the people made a business of organizing forays into the adjacent provinces of Shantung. These excursions were originally prompted by the lawless spirit evoked by the excesses of the T'ai Ping rebellion, and may have had leaders who had learned their trade in that dreadful school. But once begun, the business was too tempting to be easily relinquished, and for several years these destructive forays were repeated, with enormous loss of life, to the poor peasants whose homes were suddenly invaded for no assignable cause. During the long years in the course of which the Imperial Government was slowly raising itself to deal with this sorcery, the people of the invaded provinces had no other relief than that was afforded by the construction of 'cities of refuge' on the tops of the nearest mountains, to which they could fly in case of alarm. Many of these rude fortifications were besieged, and some of them taken by storm, in which case the occupants, men, women and children, were all massacred. Similar mountain retreats are to be met in the simplest of rural life. A large proportion of the population in the large Chinese cities, for example Peking, is composed of persons whose abode is in distant villages, and often in remote provinces, and who serve as employees, work at trades, act as porters, barbers, water-carriers, or are perhaps in business on their own account. In Western lands, such persons would be considered as a part of the population of the city where they spend their time, and where they earn their living, but in China it is quite otherwise. Even if the non-resident returns to his home, or once in five or seven years, as is frequently the case with the voluntary exiles from Shansi, he is never for a moment regarded by himself or by others, as belonging anywhere but to his native place. His family remains in his native village, which is his 'home,' although he may never return to it at all. Chinese emigration to foreign lands, as is now well known, is not properly emigration at all, but merely protracted absence from home, to make money which is to be taken home and expended there. Genuine emigration of large bodies of Chinese—from one district to another has often taken place in China, as the result of the devastations of war; but it may be doubted whether these emigrations are not as a rule compulsory. 'The old home,' they say, 'is hard to leave,' a proposition to which the restless An-J-Saxons find it hard to give his assent, even if he can comprehend it. But to the Chinese few difficulties are real, or less likely to be overcome. It is an outcome of this instinctive dislike to a change of residence, that when a Chinese family has actually altered its abode, its members continue to speak of themselves and to be spoken of as belonging to the place which they have left, and not to that to which they have come. In a case of this sort, the writer asked a city man about his antecedents, and was told that his 'home' was in a certain village many miles away. On further inquiry it appeared that both the man and his father had been born in the city. 'How long ago,' he was asked, 'since your family came from the village which you call your "home"?' 'Nineteen generations,' he replied simply. 'But as it has been some 500 or 600 years since your removal, do you not almost begin to consider yourself a resident of the city, and of the village?' he was asked. 'Yes,' was the answer; 'the old root was in the village.'

His Lordship said he would consider the point and express the opinion that the receipts ought to be stamped.

Witness, continuing, said:—The payments were made according to the materials were bought. When the Tai Loong was brought by someone I was afraid the boat would be seized, and I asked him for it as well as for the materials for the boat. He said, 'I am told that the Tai Loong is a boat which has been bought with my money. The document produced was given to me by the Tai Loong, hauling over the boat and timber to me. It was handed over to me on the 23rd July. I got people to pull up the weeds in your yard, but to open the precious tufts of grass just beginning to sprout, and in which you see visions of a longed-for turf. The careless buffalo takes a hoe and chops every green thing he meets, making a wilderness and calling it peace. He did not 'understand' you. The cook was sent a long distance to the town, and only took his passage with the British Consul, by order of Sir Thomas Wade, warning British subjects of the penal consequences of taking service either against, or under the Government of China in certain circumstances. This had already been the subject of the communications between Sir T. Wade and General Gordon, when the latter was in the North of China, and he naturally regarded this official notice as an unnecessary and cruel insult to him.

By the Attorney General.—There are over a thousand pieces of timber. I was going to sell the boat over to people who would make it fit for use. The upper part of the vessel was not completed. The Tai Loong had no few workmen, and owed people money and they could not do it quickly enough for me. I had made up my mind on the 21st to take it away as they were not getting on quick enough for me. It was agreed that the boat should be finished by the beginning of August, and it was a long way off before it was finished.

There were to be two masts, and the reason why fifteen were taken was that they might be sawn up to make the bulwarks. The timber had been bought with my money. I should say the value of the timber handled over would be about \$300, or \$400; the junk was not quite finished. The original contract for building the ship was drawn up by a druggist in Shaukiwan. The junk was taken off during the night. It was a fitting time to do it. I have taken a junk off in the night before. I consulted a lawyer about the matter. I told him about the timber.

By the Court.—My facts are still in possession of the junk.

Frederick Howell, bailiff of the Court, said—I executed the writ of interim attachment against this junk. She was then lying in the harbour at Shaukiwan. She was not in the defendant's yard. The timber I seized was afraid and made fast to the junk. I moored the boat close to the Police Station which is also near the plaintiff's place. I took possession of 409 planks which were to be used for the matter to settle into the immovable fixtures of the Chinese teacher, whom I informed, and asked him if he was correct in his understanding that he was invited to prepare a tract setting forth the advantages of such a co-operation. After a full explanation had been given, and sufficient time had elapsed for the matter to settle into the immovable fixtures of the Chinese teacher, whom I informed, and asked him if he was correct in his understanding that he was invited to prepare a tract setting forth the advantages of such a co-operation. After a full explanation had been given, and sufficient time had elapsed for the matter to settle into the immovable fixtures of the Chinese teacher, whom I informed, and asked him if he was correct in his understanding that he was invited to prepare a tract setting forth the advantages of such a co-operation. After a full explanation had been given, and sufficient time had elapsed for the matter to settle into the immovable fixtures of the Chinese teacher, whom I informed, and asked him if he was correct in his understanding that he was invited to prepare a tract setting forth the advantages of such a co-operation.

General Gordon gave me the results of his observations when in the North, from a military point of view, and graphic descriptions of his conversations with the Taung-li Yamen and with the Viceregal at Tientsin, and of the communications between Sir T. Wade and General Gordon, when the latter was in the North of China, and he naturally regarded this official notice as an unnecessary and cruel insult to him.

In the foregoing sketch of General Gordon's visit to China, I have given the main

facts as briefly as possible, omitting many of the minor incidents, and other matters, such as the cause which induced him so suddenly to leave Tientsin for Shanghai, which in itself formed a very interesting, and striking story. The facts were stated to me by General Gordon himself several times in the course of different conversations.

General Gordon gave me the results of his observations when in the North, from a military point of view, and graphic descriptions of his conversations with the Taung-li Yamen and with the Viceregal at Tientsin, and of the communications between Sir T. Wade and General Gordon, when the latter was in the North of China, and he naturally regarded this official notice as an unnecessary and cruel insult to him.

By the Court.—My facts are still in possession of the junk. The plaintiff's witness was sent just before the closing of the trial with an important packet of letters to the French Consulate, returns with a memorandum in a 'chit-book' that the letters could not be received. He has taken them to the Belgian Consulate (perhaps because Belgium is nearer than France), and the mail has closed. He did not 'understand' you. The messenger was sent just before the closing of the trial with an important packet of letters to the French Consulate, returns with a memorandum in a 'chit-book' that the letters could not be received. He has taken them to the Belgian Consulate (perhaps because Belgium is nearer than France), and the mail has closed. He did not 'understand' you. The messenger was sent just before the closing of the trial with an important packet of letters to the French Consulate, returns with a memorandum in a 'chit-book' that the letters could not be received. 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INSURANCES.

THE LONDON ASSURANCE.
INCORPORATED BY ROYAL CHARTER OF
His Majesty King George The First,
A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows—
Marine Department.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for sums not exceeding 25,000 at reduced rates.

Life Department.

Policies issued for sums not exceeding 25,000 at reduced rates.

HOLLIDAY, WISE & CO.

Hongkong, July 25, 1872. 496

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & CO., Agents.

Hongkong, July 15, 1887. 1340

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, AGENTS of the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & CO.

Hongkong, January 1, 1882. 14

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH to NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF PEKING will be despatched from San Francisco via Yokohama, on TUESDAY, the 18th September, at 3 p.m., taking Passengers and Freight for Japan, the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japanese Cities, to San Francisco to Atlantic and inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Venezuela, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows—
To San Francisco \$200.00
To San Francisco and return, \$350.00

available for 6 months.

To Liverpool 325.00
To London 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Fright will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Coupler Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 504, Queen's Road Central, C. D. HARMAN, Agent.

Hongkong, August 29, 1888. 1434

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship ARABIC will be despatched for San Francisco, via Yokohama, on THURSDAY, the 27th instant, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class Fares granted as follows—
To San Francisco ... \$200.00
To San Francisco and return, \$350.00

available for 6 months. ... \$325.00

To Liverpool 325.00
To London 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

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For further information as to Freight or Passage, apply to the Agency of the Company, No. 504, Queen's Road Central, C. D. HARMAN, Agent.

Hongkong, September 8, 1888. 1506

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUZE, PORT SAID,
BRINDISI, GENOA, ANTWERP,
BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIK PORTS;

ALSO,

LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON THURSDAY, the 27th day of
September, 1888, at 10 a.m., the Company's
Steamship *BRUNSWICK*, Capt. H. Böckeler, with MALES, PAS-
SENGERS, SPECIE, and CARGO, will
leave this port as above, calling at GENOA.

Shipping Orders will be granted till
Noon, cargo will be received on board until
4 p.m., Specie and Parcels until 3
p.m. on the 26th September. (Parcels are
not to be sent on board; they must be
left at the AGENT'S Office). Contents and
Value of Packages are required.

The Steamer has splendid Accommodation
and carries a Doctor and Stewardess.
For further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, September 1, 1888. 1465

Intimations.

SUMMER TIME TABLE.
THE KOWLOON FERRY.

STEAK-LAUNCH

MORNING STAR:

RUNS DAILY as a Ferry Boat between
Podder's Wharf and Tsui-Isa-Tai at the
following hours.—This Time Table will
take effect from the 1st JUNE, 1888.

LEAVES KOWLOON. LEAVES HONGKONG.
6.00 A.M. 6.30 A.M.

6.45 " 7.00 "
7.30 " 7.45 "
5.00 " 8.15 "
8.45 " 9.00 "
9.15 " 9.30 "

*10.15 " *10.30 "

*10.45 " 12.00 "

12.45 P.M. 12.30 P.M.

1.00 "
1.30 "
2.00 "
2.30 "
3.30 "

4.15 " 4.30 "

4.50 " 5.10 "

5.25 " 5.40 "

5.00 " 6.15 "

6.45 " 7.00 "

7.15 "

* There will be no Launch on Monday
and Friday, on account of coaling.

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